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COUNTRY ~~Germany (Soviet Zone)~~ ~~CONFIDENTIAL~~ REPORT NO. 25X1A

TOPIC German-Polish Transportation Conference in Kuestrin-Neustadt

25X1X	EVALUATION	PLACE OBTAINED		25X1C
25X1C	DATE OF CONTENT			
25X1A	DATE OBTAINED	DATE PREPARED 25 June 1951		
	REFERENCES			
	PAGES 2	ENCLOSURES (NO. & TYPE)		
	REMARKS			
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1. A German-Polish transportation conference was held in Kuestrin-Neustadt on 4 and 5 April 1951. After election of four Germans and four Poles to the conference presidium, committees for the discussion of timetables for transit and local border traffic, operations, traffic, and technical problems were formed. (1)
2. The conference, which was conducted in a very friendly atmosphere, was attended by 15 German and 15 Polish representatives. Reichsbahnrat Barth. (fnu), was the representative of the Soviet Zone Directorate General of Railroads, and Frau Dr. Sperrharke, (fnu), represented the Berlin Regional Railroad Headquarters. (2) The Poles were represented by a member of the Railroad Ministry in Warsaw, officials of the Posen railroad headquarters, officials of the railroad offices in Landsberg (Gorzow) and Gruenberg (Zielona Gora) and in addition, the Polish militia commandants of the border point Kuestrin-Neustadt and of the section Krossen (Krosno), by a captain and a 1st Lieutenant respectively. A Soviet colonel attached to the Transport Division of the SCC in Berlin-Karlshorst also attended the conference.
3. The conference reached the following conclusions:
 - a. Settlement of questions relating to timetables:

The operational day will be the period from 4 p.m. to 4 p.m. (3) Directives relating to timetables of transit trains bound for the U.S.S.R. will have to be transmitted through prescribed channels via the Directorate General and the railroad offices (Reichsbahnaenter) to the border crossing points. A German proposal to have this procedure simplified was rejected by the Soviet representative.
 - b. Settlement of questions relating to operations:

The German representatives complained about the poor quality of coal issued at the Polish coaling stations. (4) The Poles promised to have this matter investigated. They demanded that the German locomotive personnel be instructed not to dump the clinkers from their locomotives on the open line while operating on Polish territory and said that Polish pilots would be authorized to prevent such practice. Furthermore, it was pointed out that it would be desirable if operations personnel at the border crossing points would learn Polish and German respectively in order to facilitate mutual understanding.

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c. Traffic problems:

The load limit for transit trains was raised from 1,200 to 1,500 tons. Local border traffic was subject to the same limit. It was agreed to limit the number of axles of all trains to 120.

d. Technical questions:

The Poles demanded that railroad cars used for transit operations be maintained in better condition. It was agreed that these cars should be given priority in maintenance schedules. (7) The Germans complained that during Polish customs inspection the locomotive crews were required to leave their locomotives while the steam pressure was up. It was agreed to stop this procedure.

e. General:

Military transportation matters were not discussed. The agreements reached were valid for six months. It therefore appeared that another German-Polish transport conference would be scheduled after that period.

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☐ Comments.

- (1) The first German-Polish railroad agreement dates back to 1 May 1949. It is believed that shortcomings of this agreement were to have been discussed at this transport conference.
- (2) Barth, mentioned in this report is believed to be Max Barth, president of the Berlin Regional Railroad Headquarters.
- (3) The duration of an operational day is fixed for statistical purposes, such as the counting of trains etc., within the framework of rail border traffic.
- (4) The coaling stations in Poland were previously reported. See ☐
- (5) ☐ Polish pilots are assigned to transit trains while operating in Poland in accordance with a mutual agreement.
- (6) The tendency to utilize trains more efficiently by running so-called heavy-load trains of upward of 1,200 tons is now being applied to transit traffic.
- (7) Transit operations require well maintained rolling stock material for safety reasons. There is a shortage of freight cars suitable for transit operations in the Soviet Zone railroad system.

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